



Impact on the Education Community

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The Collegiate Component

- ▶ Pilot Source Study (2010)
- ▶ FO NPRM most harmful provisions
- ▶ Selection of military vs collegiate pilots

Pilot Source Study

- ▶ Six regional airlines
- ▶ Six academic institutions
- ▶ 2,187 pilot records entered
- ▶ 2,156 valid records for data analysis
- ▶ Single data set
- ▶ No identifying information for pilot or airline

Pilot Source Study

Mesa Air Group



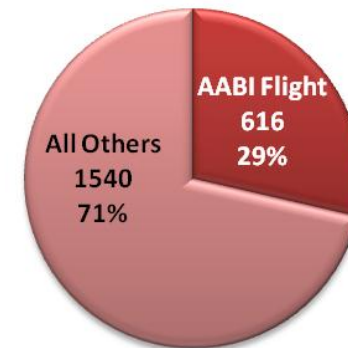
Pilot Source Study

- ▶ Most successful regional air carrier FO trainees shared three attributes:
 - Graduated from AABI-accredited program
 - Had some flight instructor time
 - Had between 500 and 1,000 total flight hours

AABI Flight

(Only those programs in the data set that meet the AABI Program Criteria for Flight Education)

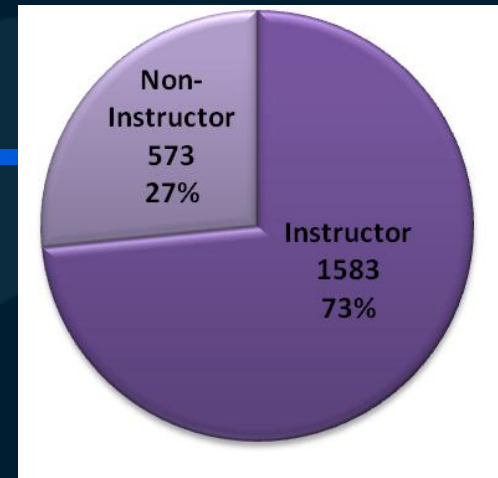
AABI Flight Program Graduates
N = 2156



IV: Predictor Variable	DV: Outcome Variable	Statistical Test	Test Statistic	Significant?
AABI Flight Programs	Extra Training Events	<i>t</i> -Test	$t = 6.09^{***}$	Yes $***p < .001$
AABI Flight Programs	Completions	Chi-Square	$\chi^2 = 16.43^{***}$	Yes $***p < .001$

- AABI flight programs produced **fewer extra training events**
- AABI flight programs produced comparatively **fewer incompletes**

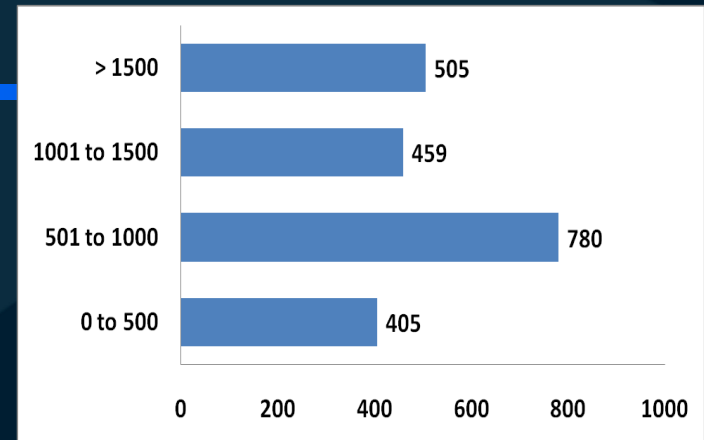
INSTRUCTOR:
 Was this pilot an FAA
 certificated flight instructor?
 (CFI, CFII, MEI, etc.)
 N = 2156



IV: Predictor Variable	DV: Outcome Variable	Statistical Test	Test Statistic	Significant?
Flight Instructor	Extra Training Events	<i>t</i> -Test	$t = 3.987^{***}$	Yes $***p < .001$
Flight Instructor	Completions	Chi-Square	$\chi^2 = 9.884^{**}$	Yes $**p < .01$

- Pilots who were flight instructors had **fewer extra training events** than pilots who were not flight instructors
- Pilots who were flight instructors had comparatively **fewer incompletes**

TOTAL HOURS: How many Total Hours did the pilot have at the beginning of training with your airline?



IV: Predictor Variable	DV: Outcome Variable	Statistical Test	Test Statistic	Significant?
Total Flight Hours	Extra Training Events	ANOVA	$F = 3.31^*$	Yes $*p < .05$
Total Flight Hours	Completions	Chi-Square	$\chi^2 = 17.24^{**}$	Yes $**p < .01$

- Pilots with **501 to 1,000 hours** had **fewer extra training events**
- Pilots with **501 to 1,000 hours** had comparatively **fewer incompletes** than expected

NTAS 2012 Recommendations for Academic Credit Related to Flight

Training Integrated with a University/College program or a Structured Flight Academy

Educational Source of Aeronautical Knowledge	Academic Credit Value (hours)	CFI/CFII MEI Credit*	Advanced Jet Training Credit* (no-type rating)	Total Credit (Adding across)	Total hours Required for Restricted ATP (1500 minus total credit)	FOQ NPRM for Restricted ATP
4-yr Aviation University/College Accredited Program	350	200	200	750	750	1000
4-yr Aviation University/College Program	200	200	200	600	900	1000
2-year Aviation College Accredited Flight Program	150	200	200	550	950	1000
2-year Aviation College Flight Training Program	100	200	200	500	1000	1000
Flight Academy (part 141) Flight Training Program	100	200	200	500	1000	1000
Independent Part 141 Flight Training Program	50	200	200*	450	1050	1000
Independent Part 61 Flight Training Program	0	200	200*	400	1100	1000
Military "Fixed Wing" Flight Training Program				750	500	750

Table extracted and edited from the FOQ ARC report

NTAS 2012 Recommendation

Notes: Individuals managing their own training through Part 61 and Part 141 programs not affiliated with university or structured programs must take a supplemental program as per Draft AC61-ATP in order to receive this credit.

* Examples include additional credit for Advanced Jet Training programs with no type rating conferred (200hrs), CFI (100hrs), CFII (50hrs), MEI (50hrs), for a total of (400hrs)

The ARC Recommendations Modified

Harmful Provisions

- ▶ ATP Training methodology
- ▶ The use of full-flight simulators
- ▶ Timeline for course approval

Harmful Provisions

- ▶ ATP Training methodology
 - Currently
 - ▶ 24 hour ground school
 - ▶ 18 simulator hours
 - Proposed option
 - ▶ Imbedded in college curriculum

Harmful Provisions

- ▶ The use of full-flight simulators
 - NPRM suggested FFS to accomplish certain events for ATP
 - ▶ Not supported by the FO ARC
 - Just as effective training can be accomplished with level 5 or above FSTD
 - Colleges/Universities do not possess FFS

Harmful Provisions

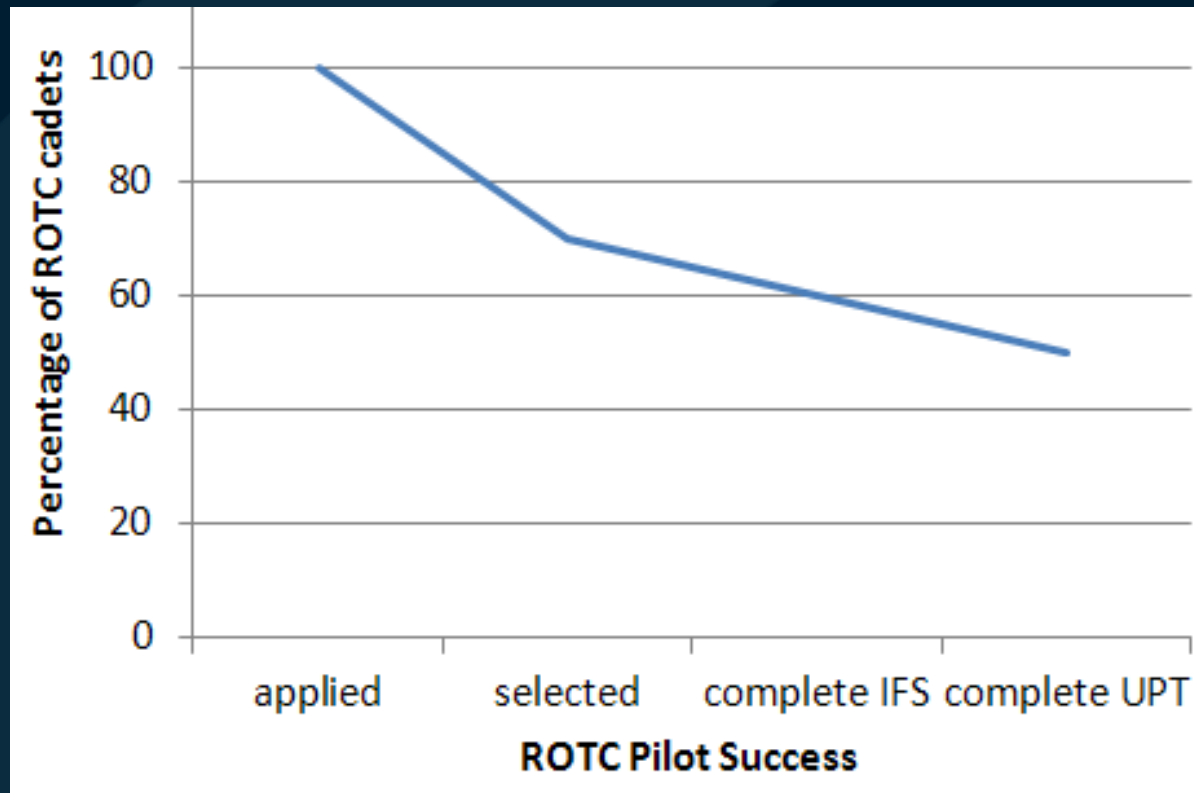
- ▶ Timeline for ATP course approval
 - Default - Current ATP - August 2013
 - Time for the FAA to publish a new rule following close of comment period - 16 months (close of comment period was end of April, 2012)
 - Unlikely that new rule will be published prior to August 2013
 - ▶ ATP program training approval process will start at that point
 - How long for approval?

Selection of Pilots

- ▶ Military Model
- ▶ Collegiate Model

Selection of Pilots

► Military Model



Selection of Pilots

▶ Collegiate Model

